

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.

Sole Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD., LONDON.  
DODWELL & CO. LIMITED  
General Agents.

NEW SERIES No. 1286. 日六初月七年五十二緒光

FRIDAY, AUGUST 11, 1899.

五拜禮 級一十月八英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED  
ESTABLISHED 1886.  
CAPITAL (SUBSCRIBED AND PAID UP) £12,000,000  
RESERVE FUND ..... 7,300,000

Head Office—YOKOHAMA

Branches and Agencies—KOBE

TOKIO ..... LONDON

NAGASAKI ..... NEW YORK

LVONS ..... SAN FRANCISCO

BOMBAY ..... HONOLULU

TIENTSIN ..... SHANGHAI

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LTD.

PARKS' BANK, LTD.

THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

0 " 0 "

" S. CHOH, "

Agent.

Hongkong, 1st August, 1899. [382]

THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHARE-HOLDERS ..... £800,000

RESERVE FUND ..... £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months at 4 per cent.

6 " 3 "

3 " 2 "

2 " 1 "

1 " 0 "

T. H. WHITEHEAD,

Manager Hongkong.

Hongkong, 2nd May, 1898. [31]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND ..... \$10,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

R. M. GRAV, Esq., Chairman.

N. A. SIEBS, Esq., Deputy Chairman.

E. GOETZ, Esq.

A. Haupt, Esq. A. J. Raymond, Esq.

R. H. Hill, Esq. P. Sachet, Esq.

The Hon. J. J. Keswick. E. Shellam, Esq.

A. McConachie, Esq. R. Shewan, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

THOMAS JACKSON,

Chief Manager.

Hongkong, 6th June, 1899. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 1st August, 1895. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH, NOVEMBER, 1890.

Shanghai Taels.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies—

CANTON ..... HANKOW

CHEFOO ..... PEKING

CHINKIANG ..... SWATOW

FOOCHOW ..... TIENTSIN

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

3½ per cent. Fixed Deposits for 3 months.

4 " 4 " 12 "

E. W. RUTTER,

Acting Manager.

Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA,

LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £250,000

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq.

Chow Tung Shang, Esq.

D. Gillies, Esq.

Chief Manager—

GEO. W. F. PLAYFAIR.

Established 12 months ago.

Hongkong, 1st May, 1899. [1238]

## Intimations.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL.	REMARKS
JAPAN, &c.	Canton*	C. F. Lockston, R.N.R.	Daylight, 13th Aug.	Freight or Passage.
LONDON	Manila	R. L. Haddock, R.N.R.	About 17th August.	Freight or Passage.
SHANGHAI	Bengal	S. Barcham	About 18th August.	Freight or Passage.
LONDON, &c.	Parramatta	A. Symons	Noon, 19th August.	Freight or Passage.
JAPAN	Rosetta*	C. C. Talbot, R.N.R.	4 P.M., 19th August.	Freight or Passage.
LONDON	Pomby	G. M. Montford, R.N.R.	About 24th August.	Freight or Passage.

\* (Passing through the Inland Sea).

[See Special Advertisement].

For further particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 10th August, 1899.

[3]

### CLUB WHISKY IS THE BEST.

\$12.00 ... ... ... PER DOZEN.

H. PRICE & Co.,  
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899.

[20]

### AQUARIUS. A PERFECT TABLE WATER.

Allowance for Empathy what we owe our Godowns.	Net Price.
Per 1 Dozen Quarts ..... 82.50	\$1.00
Per 1 Dozen Pints ..... 1.75	0.75

"There is no teaching in all the wide world of hygiene so valuable as the incubation of the idea that typhoid fever is a water-borne disease. Excluding a not common liability to the air-diffusion of its germs, we acquire this ailment, undoubtedly from water directly, or from milk which has been foully diluted under circumstances which render it equally liable to both typhoid fever and cholera. Our safety abroad is to drink a pure Mineral-Water only."—(Dr Andrew Wilson in the "Illustr. London News.")

CALDBECK, MACGREGOR & CO.,  
GENERAL MANAGERS.

Hongkong, 15, Queen's Road.

Hongkong, 8th July, 1899.

[15]

### BOARD AND RESIDENCE.

On Monthly Terms from 1st May, 1899.

HONGKONG HOTEL.

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the comfort of visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897.

[36]

### LADIES.

We can always well supply your every need from day to day.

If you doubt it, come and try at

"WHITELEY'S OF THE FAR CATHAY."

Ex. FORMOSA."

New Millinery, &



decreed, and it is to their quick and systematic action accompanied with an exceptionally abundant supply of water, there being three hydrants in close proximity and good pressure on the mains that the fire was kept so well in hand. For the first half hour the flames were of the fiercest, but the tons of water told, and when once the brigades got the upper hand extinction soon followed, and by two o'clock huge volumes of smoke showed that danger was past. The Deluge Company had their engines on the scene and with it did valuable work. It seems, however, aptly that it is not fitted with a reducing coupling and extra suction hose for adjusting to the hydrants instead of the present system. With direct coupling it could with any pressure supply two powerful streams. The fire originated through the burning of joss paper, the ashes of the same igniting the staircase. One little girl, having her exit cut off, jumped from the window out on the roadway and sustained serious hurt, necessitating her removal to the Shantung-Red-Hospital. In all, fourteen houses were burnt out and eight damaged; the property is said to belong to Messrs. Cuthay, Smith, E. D. Sisson, and David Sisson, and is fully insured. Of the contents, however, only three occupants are covered by insurance. The fire was on the same ground which was covered by the great fire in October '97. Some firemen narrowly escaped serious injury from the falling of a metal signboard which had been hanging across the road. It fell within a few feet of one of the firemen, several others having just before stepped aside. Some years ago the Council decided that no more of these metal signboards should be put up across the road, but it seems the order was disregarded at least in this case. The last of the firemen did not get away until after four o'clock. A Chinese detective in plain clothes was busy investigating the origin of the fire soon after its commencement, when a foreigner, who possibly had some interest in the house the Chinese visited, mistook him for a thief, pummelled him and had him taken into custody, and it was with difficulty, and not until reaching the Station, he could make the foreign constable understand he was a member of the Force.

### THE LOSS OF THE "NUNOBIKI-MARU."

NARRATIVE BY A SURVIVOR.

The *Osaka Asahi* publishes an account of the loss of the steamer *Nunobiki-maru* from information furnished by the chief mate and chief engineer, who were in the boat that was rescued by the *Klikkang*. The *Nunobiki-maru*, it is stated, left Nagasaki early on the morning of the 19th ult., for Formosa. Mr. Hayashi, formerly a member on the staff of the *Shimbu* of Tokyo, was on board on behalf of the owner. The crew of the steamer consisted of thirty-four, including the Captain, in addition to four passengers. On the morning of the 21st the vessel encountered a storm, and after a time the engine-room was flooded, and the fire under one of the boilers was extinguished. While the men were endeavouring to relight the fire, the vessel shipped another sea, swamping the tween decks, and it was seen that the vessel's position was very dangerous.

Under the circumstances the men set about preparing the boats to leave the steamer. One boat out of the four was, however, smashed by a heavy wave and washed overboard. The other three, however, were safely launched. In one boat the second mate, with sailors and firemen left the steamer; in the second boat (which has not yet been picked up), the Captain, and 15 others, (including the four passengers), and in the third boat the chief mate and 12 seamen.

The boats made for Shanghai, and fortunately the wind was favourable and the land was gradually approached. Between noon of the 21st and the afternoon of the following day, the first and second boats disappeared. The third boat had only two cases of biscuits on board and its occupants began to despair by reason of fatigue, fear and hunger. For some forty hours they drifted helplessly. On the morning of the 23rd the wind abated and the sea went down, and as the water was found to be muddy, it was thought they were near the mouth of the Yangtze. This gave them renewed courage, but unfortunately the wind veered round and the situation was again seen to be almost hopeless. Just at this moment the British steamer *Klikkang*, came in sight and a signal was made for assistance. Their rescue was promptly effected, and the party arrived safely at Shanghai on the 23rd ult.

### AN ANGLO-JAPANESE ALLIANCE.

MR. WALTON'S POLICY.

An interview between Mr. Walton, the Liberal M.P. for Barnsley, also known as Chinese Walton, and Count Okuma is reported in the *Asahi*, though it does not appear how our contemporary learned the details. The *Asahi* states that the object of Mr. Walton's visit to this country is to collect data for recasting British policy in respect to China. Mr. Walton disapproves of the Chinese policy of the present Ministry, and wishes to get rid of the Anglo-Russian entente and form a new Triple Alliance of Great Britain, the United States and Japan.

In his interview with Count Okuma on the 20th ult., continues our contemporary, Mr. Walton explained his views and asked for Count Okuma's support. The "age of Wa-sedi," approved in the name of the new alliance, by his master, put questions on several points. Mr. Walton pointed out that in leaving the district outside the Great Wall under Russian influence, the Anglo-Russian agreement, the British Government seemed to intend placing Korea also under Russian control, although Korea properly came within the Japanese sphere. Japan, he thought, should not make any attempt to withdraw from Korea. The extension of the *Burntai* railway to Chungking was an extremely important move, he thought, for checking Russian influence. Count Okuma replied that he thought the *Burntai* railway was not sufficient to check the southward advance of Russia unless the line was extended to Hankow. Mr. Walton spoke highly of the military power of Japan, which he thought was strong enough to withstand Russia on the continent of China. The British policy in dealing with China ought to be to rely on the maintenance of the Japanese military power and to form an Anglo-Japanese alliance. He then asked if Japan's financial position was strong enough to practically put into operation her armaments to that extent. Count Okuma replied that Japan's financial resources were not exhausted, as was the case with France, Spain or Italy, and that as far as such a vulnerable position could be avoided, the necessity of expending巨額 of Japanese funds for fortifying the coast and garrisoning the islands, and thus hindering the Japanese financial resources. It was to be remembered that should Japan's independence be threatened, the Japanese people would stand by her, were possessed of a large number of ships, and the Japanese could show that they had the means to defend themselves.

COUNT OKUMA, seeing that the negotiations had not been over kind, and the play has been somewhat interrupted, but as soon as the effects of the late typhoon are past and gone, the time for the "cup" presented by Mr. Fearon will be played off and some good and keenly contested game may be expected.

A match between the Horse versus the Club is also arranged, and possibly two or three attempts will be made to defend the early part of the season.

Recently the news of the weather has not been over kind, and the play has been somewhat interrupted, but as soon as the effects of the late typhoon are past and gone, the time for the "cup" presented by Mr. Fearon will be played off and some good and keenly contested game may be expected.

Under the circumstances, the Japanese ports are closed, and the Japanese people are threatened, the Japanese people would stand by her, were possessed of a large number of ships, and the Japanese could show that they had the means to defend themselves.

COUNT OKUMA, seeing that the negotiations had not been over kind, and the play has been somewhat interrupted, but as soon as the effects of the late typhoon are past and gone, the time for the "cup" presented by Mr. Fearon will be played off and some good and keenly contested game may be expected.

### DIRECTIONS FOR THE CAPTAINS OF FOREIGN TRADING VESSELS.

Below will be found the directions which have just been issued by the Imperial Japanese Custom for the guidance of Masters of Foreign trading vessels visiting Japanese ports.

#### CHAPTER I.—OPEN PORTS.

##### SECTION I.—ARRIVAL.

1ST.—When a Foreign Trading Vessel has entered an open port, the Captain shall give notice of her arrival to the Customs House within twenty-four hours after arrival, and produce the Ship's Manifest, Declaration of Hatchers' List, and Articles for Ship's Use; Passenger List; and at the same time shall deposit with the Custom House the Certificate of Ship's Nationality and Clearance from the Port of Departure, or any other documents which may serve as substitutes for the same.

Note 1.—The notice of arrival above referred to shall be given by means of writing, stating the name, nationality, and registered tonnage of the vessel, the port of departure, the time of arrival and the number of the crew.

Note 2.—The ship's manifest shall contain the name and nationality of the vessel, the ports of shipment and destination of goods, marks, numbers, names and quantities of the same, as well as the number of packages and the names of consignees.

The manifest may be corrected or added to, with the permission of the Custom House, within twenty-four hours after its production.

In case the manifest does not agree with the goods, the Captain of the vessel will be punished by a fine of less than Yen 500.

Note 3.—The declaration of hatchers shall contain the position and number of entrances to the holds.

Note 4.—The list of articles for ship's use shall contain the kinds, quantities and estimated value of the same.

Note 5.—The passenger list shall contain the passengers' names and their nationalities as well as the ports of embarkation and disembarkation.

The names of vessels and their nationalities shall also be stated in the papers mentioned in Notes 4 and 5.

2ND.—When a Foreign trading vessel has entered an open port, the Captain of the vessel shall pay to the Custom House the tonnage dues calculated at the rate of 5 sen per ton of her registered tonnage.

In case, however payment is made at once at the rate of 15 sen per ton of the registered tonnage the same vessel will be exempted from further tonnage dues, at the said port, for the term of one year.

The registered tonnage of a vessel belonging to a country which has a different system of survey from that of Japan, shall be recalculated in conformity with the established mode of survey of thirty-four, including the Captain, in addition to four passengers. On the morning of the 21st the vessel encountered a storm, and after a time the engine-room was flooded, and the fire under one of the boilers was extinguished. While the men were endeavouring to relight the fire, the vessel shipped another sea, swamping the tween decks, and it was seen that the vessel's position was very dangerous.

Under the circumstances the men set about preparing the boats to leave the steamer. One boat out of the four was, however, smashed by a heavy wave and washed overboard. The other three, however, were safely launched. In one boat the second mate, with sailors and firemen left the steamer; in the second boat (which has not yet been picked up), the Captain, and 15 others, (including the four passengers), and in the third boat the chief mate and 12 seamen.

The boats made for Shanghai, and fortunately the wind was favourable and the land was gradually approached. Between noon of the 21st and the afternoon of the following day, the first and second boats disappeared. The third boat had only two cases of biscuits on board and its occupants began to despair by reason of fatigue, fear and hunger. For some forty hours they drifted helplessly. On the morning of the 23rd the wind abated and the sea went down, and as the water was found to be muddy, it was thought they were near the mouth of the Yangtze. This gave them renewed courage, but unfortunately the wind veered round and the situation was again seen to be almost hopeless. Just at this moment the British steamer *Klikkang*, came in sight and a signal was made for assistance. Their rescue was promptly effected, and the party arrived safely at Shanghai on the 23rd ult.

3RD.—Any one who breaks a scull of any description that has been put on houses, warehouses, or any other thing by the proper authority in the execution of official duty, shall be subject to a punishment of imprisonment with labour for a term of not less than two months and not more than two years.

The provisions in the Customs Law that are to be applied to Captains of vessels, are also applicable to persons who act for Captains of vessels.

The working hours of the Custom House are from 9 a.m. to 4 p.m., excepting holidays.

Any one who desires to obtain permission for the special opening for the Custom House on holidays or for any time other than those determined as above, shall make an application in writing to the Custom House stating the hours when it is desired that the Customs may be opened and the nature of the work to be done during those hours.

On obtaining the special permission as above mentioned applicants shall pay a fee to the Custom House.

#### CHAPTER II.—DEPARTURE.

In case a Foreign Trading vessel is to leave an open port the Captain shall give notice thereto to the Custom House and obtain permission to depart.

Note 1.—The notice of departure, above referred to, shall be given by means of writing, stating the name and nationality of the vessel, the port of destination and the time of departure.

Note 2.—The permission to depart shall be given by means of writing, and when the same has been obtained, the certificate of the Ship's Nationality and other documents shall be returned.

Note 3.—In case a Foreign vessel is to leave an open port within twenty-four hours after arrival, without loading or unloading goods, no entry of either arrival or departure is required.

In the event of any infringement of the provisions relating to entries of arrival and departure of Foreign Trading vessels entering an open port of the Empire of Japan—*Kobe Herald*, August 3rd.

#### SECTION III.—LOADING AND UNLOADING.

1ST.—Vessels with foreign goods on board shall not be allowed to commence loading or unloading until after the manifest has been produced, except in cases where the permission of the Custom House has been obtained. This rule shall, however, not apply to passengers' baggage and mail matter.

Note 1.—In case permission to load or unload prior to the production of manifest is desired an application in writing shall be filed with the Custom House stating in detail the reasons therefor.

2ND.—No vessel with foreign goods on board shall be allowed to load or unload between Singapore and Sunrise, and on Custom House holidays unless with the special permission of the Director of the Custom House.

This rule does not, however, apply to passengers' baggage and mail matter.

Note 2.—When it is desired to obtain the special permission above referred to, an application in writing shall be filed with the Custom House stating in detail the reason therefor, and the person who has thus obtained such special permission shall pay a fee for it.

In case of any infringement of the rules contained in Articles 1 and 2 the Captain of the vessel will be punished by a fine of less than Yen 500.

3RD.—In the event of a Foreign Trading vessel desiring to load articles for ships to use, the Captain shall make a declaration in regard thereto to the Custom House.

This rule does not, however, apply to passengers' baggage and mail matter.

Note 1.—When it is desired to obtain the special permission above referred to, an application in writing shall be filed with the Custom House stating in detail the reason therefor, and the person who has thus obtained such special permission shall pay a fee for it.

In case of any infringement of the rules contained in Articles 1 and 2 the Captain of the vessel will be punished by a fine of less than Yen 500.

4TH.—In the event of a Foreign Trading vessel desiring to load articles for ships to use, the Captain shall make a declaration in regard thereto to the Custom House.

This rule does not, however, apply to passengers' baggage and mail matter.

Note 1.—When it is desired to obtain the special permission above referred to, an application in writing shall be filed with the Custom House stating in detail the reason therefor, and the person who has thus obtained such special permission shall pay a fee for it.

In case of any infringement of the rules contained in Articles 1 and 2 the Captain of the vessel will be punished by a fine of less than Yen 500.

5TH.—In the event of a Foreign Trading vessel desiring to load articles for ships to use, the Captain shall make a declaration in regard thereto to the Custom House.

This rule does not, however, apply to passengers' baggage and mail matter.

Note 1.—When it is desired to obtain the special permission above referred to, an application in writing shall be filed with the Custom House stating in detail the reason therefor, and the person who has thus obtained such special permission shall pay a fee for it.

In case of any infringement of the rules contained in Articles 1 and 2 the Captain of the vessel will be punished by a fine of less than Yen 500.

6TH.—In the event of a Foreign Trading vessel desiring to load articles for ships to use, the Captain shall make a declaration in regard thereto to the Custom House.

This rule does not, however, apply to passengers' baggage and mail matter.

Note 1.—When it is desired to obtain the special permission above referred to, an application in writing shall be filed with the Custom House stating in detail the reason therefor, and the person who has thus obtained such special permission shall pay a fee for it.

In case of any infringement of the rules contained in Articles 1 and 2 the Captain of the vessel will be punished by a fine of less than Yen 500.

7TH.—In the event of a Foreign Trading vessel desiring to load articles for ships to use, the Captain shall make a declaration in regard thereto to the Custom House.

This rule does not, however, apply to passengers' baggage and mail matter.

Note 1.—When it is desired to obtain the special permission above referred to, an application in writing shall be filed with the Custom House stating in detail the reason therefor, and the person who has thus obtained such special permission shall pay a fee for it.

In case of any infringement of the rules contained in Articles 1 and 2 the Captain of the vessel will be punished by a fine of less than Yen 500.

8TH.—In the event of a Foreign Trading vessel desiring to load articles for ships to use, the Captain shall make a declaration in regard thereto to the Custom House.

This rule does not, however, apply to passengers' baggage and mail matter.

Note 1.—When it is desired to obtain the special permission above referred to, an application in writing shall be filed with the Custom House stating in detail the reason therefor, and the person who has thus obtained such special permission shall pay a fee for it.

In case of any infringement of the rules contained in Articles 1 and 2 the Captain of the vessel will be punished by a fine of less than Yen 500.

9TH.—In the event of a Foreign Trading vessel desiring to load articles for ships to use, the Captain shall make a declaration in regard thereto to the Custom House.

This rule does not, however, apply to passengers' baggage and mail matter.

Note 1.—When it is desired to obtain the special permission above referred to, an application in writing shall be filed with the Custom House stating in detail the reason therefor, and the person who has thus obtained such special permission shall pay a fee for it.

In case of any infringement of the rules contained in Articles 1 and 2 the Captain of the vessel will be punished by a fine of less than Yen 500.

10TH.—In the event of a Foreign Trading vessel desiring to load articles for ships to use, the Captain shall make a declaration in regard thereto to the Custom House.

This rule does not, however, apply to passengers' baggage and mail matter.

Note 1.—When it is desired to obtain the special permission above referred to, an application in writing shall be filed with the Custom House stating in detail the reason therefor, and the person who has thus obtained such special permission shall pay a fee for it.

In case of any infringement of the rules contained in Articles 1 and 2 the Captain of the vessel will be punished by a fine of less than Yen 500.

11TH.—In the event of a Foreign Trading vessel desiring to load articles for ships to use, the Captain shall make a declaration in regard thereto to the Custom House.

This rule does not, however, apply to passengers' baggage and mail matter.

Note 1.—When it is desired to obtain the special permission above referred to, an application in writing shall be filed with the Custom House stating in detail the reason therefor, and the person who has thus obtained such special permission shall pay a fee for it.

In case of any infringement of the rules contained in Articles 1 and 2 the Captain of the vessel will be punished by a fine of less than Yen 500.

12TH.—In the event of a Foreign Trading vessel desiring to load articles for ships to use, the Captain shall make a declaration in regard thereto to the Custom House.

This rule does not, however, apply to passengers' baggage and mail matter.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOGA MARU	MARSEILLES, LONDON, AND ANTWERP, VIA SINGAPORE, PENANG AND COLOMBO	TUESDAY, 15th August, at 4 P.M.
P. Going	KOBE AND YOKOHAMA	THURSDAY, 17th August, at Noon.
SADO MARU	VICTORIA, B.C. AND SEATTLE, U.S.A. VIA KOBE AND YOKOHAMA	THURSDAY, 24th August, at 4 P.M.
W. Thompson	MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	THURSDAY, 24th August, at 4 P.M.
HIZUMI MARU	THURSDAY ISLAND, TOWNS, VILLE, BRISBANE, SYDNEY AND MELBOURNE	FRIDAY, 25th August, at 4 P.M.
M. J. Currow	NAGASAKI, KOBE AND YOKOHAMA	SATURDAY, 26th August, at 4 P.M.
HITACHI MARU	J. B. Murray	
FUTAMI MARU	E. W. Haswell	
C. Hilcock		

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Huayu Central.

A. S. MIHARA,  
Manager.

Hongkong, 9th August, 1899.

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies.)

STEAM FOR  
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES,  
LEGHORN AND GENOA.  
(DIRECT WITHOUT TRANSHIPMENT).  
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA,  
NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE,  
NORTH AND SOUTH AMERICAN PORTS up to CALLAO.  
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

\* SINGAPORE. Pizzarello ..... and September.  
\* These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.  
For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO.,  
Agents.

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**SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN**  
Capital: £ 800,000  
Head Office: 45, Avenue Matignon, Paris  
WORKS IN EUROPE:  
at Bruxelles (BACALAN), France, at Louvain (DYLE), Belgium  
Railways and Tramways, Plant and Rolling Stock, Carriages and Wagons, Wheels, Wheels and Axles combined, Permanent Bridges for Railways, Permanent and portable (démontables) Bridges for Roads, Girders and metallic frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

**CONTRACTORS**  
Constructing and Working  
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BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

Scott's Emulsion

contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

**BEECHAM'S PILLS**

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AILMENTS.  
ANNUAL SALE SIX MILLION BOXES.  
50 Cents per Box.

Prepared only by the Proprietor:—  
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the  
EMPIRE OF CHINA:—  
WATKINS & CO.,  
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KUHN & KOMOR,

JAPANESE FINE ART CURIOS,  
21 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA  
and  
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

[42]

**F. CAZANOYE,**  
BORDEAUX.

GOLD MEDALS  
Bordeaux, 1892. Paris, 1899.

LIQUOR  
OF THE REVEREND FATHER

A. KERMANN.

This ELIXIR is employed with success to restore the FORCES of the STOMACH and FACILITATE THE DIGESTION.

TONIC WINE  
Globe, Father A. KERMANN

MORA-EINA of Dr. GOLE

CREME DE MANDARINE

AVELINE ABEILLE SUPERFINE

Agencies:

LAENDLER & CO., Paris.

DENTIST

DR. J. L. S. WATSON & CO.

Agents:

W. J. O'LEARY, Trade General

Hongkong, 9th August, 1899.

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EXQUISITE TASTE

Sale of Perfumes

W. J. O'LEARY, Trade General

Hongkong, 9th August, 1899.

[44]

Over 100 Medical Certificates notifying its  
GREAT STRENGTH-GIVING PROPERTIES and at  
the same time being of great

EXQUISITE TASTE

Sale of Perfumes

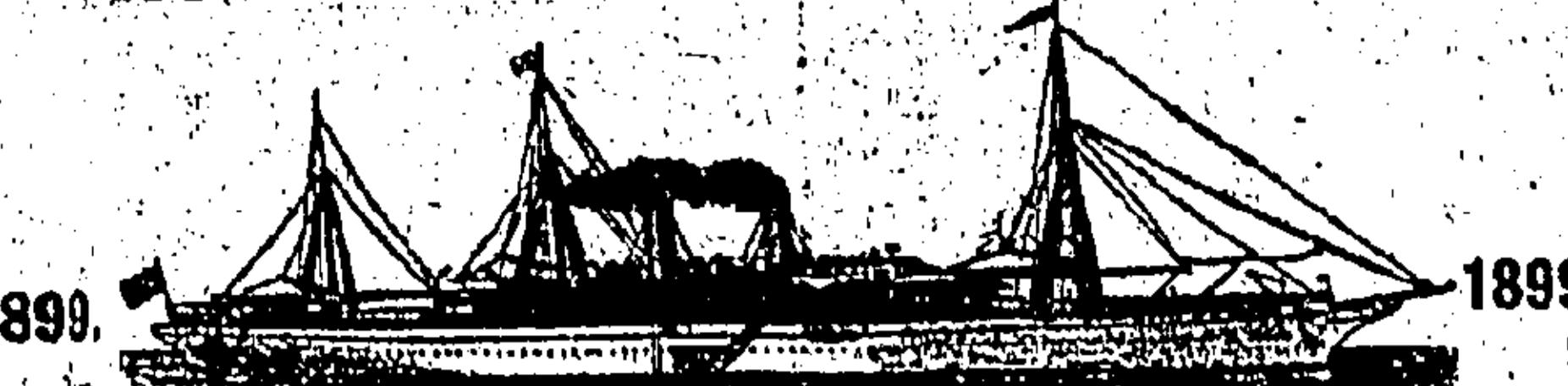
W. J. O'LEARY, Trade General

Hongkong, 9th August, 1899.

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Ships.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



1899. 1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

'Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.'

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 30th Aug., 1899.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R....WEDNESDAY, 27th Sept., 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 10 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China and Japan and Japanese Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OR ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further Information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pedder Street.

Hongkong, 9th August, 1899.

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THE U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... To-morrow, 12th Aug., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 3rd Oct., at Noon.

THE U. S. Mail Steamship.

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, TO-MORROW, the 12th August, at Noon, taking Passengers and Freight for Japan; the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION DENVER, RIO GRANDE, and OTHER RAILWAYS; also the CANADIAN PACIFIC RAILWAY; also the RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the OVERLAND RAILWAY, and the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION DENVER, RIO GRANDE, and OTHER RAILWAYS.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION DENVER, RIO GRANDE, and OTHER RAILWAYS; and to ports in Mexico; Central and South America, by the Company's and connecting Steamers.

Passengers holding orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION DENVER, RIO GRANDE, and OTHER RAILWAYS; and to ports in Mexico; Central and South America, by the Company's and connecting Steamers.

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Passengers holding ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico; Central and South America, by the Company's and connecting Steamers.

Passengers holding ORDERS TO CHINA have the choice of Overland Rail Routes from San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico; Central and South America, by the Company's and connecting Steamers.

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Passenger holding ORDERS TO CHINA have the choice of Overland Rail Routes from San Francisco, to Atlantic

## IN ADVANCE OF THE MAIL.

## The British Army.

In the House of Lords, during July, Lord Lansdowne, Secretary of State for War, introduced his amended Militia Conscription Bill. Lord Lansdowne explained that the Bill made provision for strengthening the militia when required, by means of the ballot. It also provided that Her Majesty's male subjects in the United Kingdom between the ages of 18 and 35 year, would be subject to such ballot. His Lordship pointed out that the great activity in the labour market was yearly increasing, the difficulty experienced by the War Office in recruiting for the militia, from which branch of the service the regular army was largely strengthened. Personally, he disliked compulsion in the matter of military service, and he assured the House that conscription would only be adopted when no other way was available for providing for the country's safety.

## Affairs in France.

General Brugere, a member of the French Supreme Council of War, has been appointed to succeed General Zurlinden as military Governor of Paris. General Zurlinden will, it is stated, take command of the Eighteenth Army Corps at Besseaux.

A golden sword of honour has been subscribed in Budapest, the capital of Hungary, for presentation to Colonel Picquart, to whose self-sacrificing services the revision of the Dreyfus case is largely, if not mainly, due. Colonel Picquart has, however, declined to accept the proffered gift. He affirms that he is conscious only of having fulfilled a simple duty, which calls for no special recognition.

M. Ander Lishon, who was Minister of the Colonies during the administration of M. Meline, has attempted to justify his action in causing Dreyfus to be put in irons on the Devil's Island in 1896. He explains that there were reports that an American vessel was trying to rescue the prisoner.

Dreyfus is preparing for his second trial by court-martial, and has been busily engaged studying the depositions. On learning that secret documents were shown to the judges at the court-martial in 1894, he was extremely surprised, and exclaimed, "They didn't try me; they murdered me!"

The Paris Prefect of Police reports that at the time of M. Louper's election as President a plot existed, having for its object the overthrow of the Republic in the interests of the House of Orleans. He states that M. Deroulede and many adherents of the Paris Patriotic League and of the National Defence League were implicated in the conspiracy. The Prefect adds that large funds had been provided, and that M. Deroulede was to receive 50,000 francs (£2,000) for his services. M. Demalade denies that he is in the pay of the Royalists.

## Canada.

A strike of tramcar employees is reported from London, the capital of the County of Middlesex in Ontario (Canada). Following upon the strike serious rioting occurred. The military were called out and the mob were cleared out of the streets at the point of the bayonet.

Sir Wilfrid Laurier has, on behalf of the Dominion, protested against the proposed occupation by America of Pyramid Harbour, pending the settlement of the Alaska boundary dispute.

## Servia.

Two Radicals—Premiers and twelve members of the Radical party have been arrested in Belgrade on suspicion of having instigated the attempt on the life of ex-King Milan.

It has been ascertained that the attempt on the life of ex-King Milan was part of a widespread conspiracy, the object of which was the expulsion of King Alexander.

M. Sava Gravitch, the Servian ambassador at St. Petersburg, has been dismissed by King Alexander for complicity in the attempt to assassinate ex-King Milan. Martial law has been proclaimed in Belgrade, and the Radicals are panic-stricken.

## Various.

In connection with a terrible disaster which occurred at the New Jagersfontein diamond-mines in the Orange Free State, it has been ascertained that the quantity of the reef which fell amounted to as much as 700,000 pounds. In all twenty-six men were entombed.

The steamer *Paris*, which went on the rocks at the Minas in the English Channel on the night of May 21st, has been refloated by the underwriters, to whom the vessel was recently transferred. The rocks beneath the steamer were blasted, the vessel being refloated by this means. After being taken into Falmouth harbour, was beached.

Miss Bertha Peterson has been tried on the charge of having murdered John Whibley, at Biddenden, Kent, on February 5th, by having shot him with a revolver. The accused pleaded guilty. The jury found that she suffered from delusions, and she was ordered to be detained in an asylum during Her Majesty's pleasure.

*Truth* says that the German Emperor has abandoned his proposed visit to Cowes during the Regatta week. His reason for so doing is stated to be that he is deeply offended with the Duke of Connaught for having resigned the succession to the Duchies of Saxe Coburg and Gotha.

General Bralmont, the famous Belgian military engineer, declares that Great Britain's guarantee of Belgium's neutrality is practically worthless. In these circumstances, he advises the adoption of a military system founded on compulsory service.

It is reported at Copenhagen that the Czar is greatly disappointed with the results of the Peace Conference at the Hague. It is also stated that the position of Count Muravieff, the Russian Minister of Foreign Affairs, and the Czar's principal adviser in regard to the conference, has been shaken.

In connection with the celebrated Druse case, and the claim for the dukedom of Portland, a syndicate which was formed to assist Mrs. Druse, in furthering her son's claim, has raised £10,000.

The races which were to have taken place off Cape Breton, Nova Scotia, between British and French warships collapsed owing to the refusal of the former to associate with the French.

The Yacht Electrical Exhibition at Como, in Italy, has been burned. A large quantity of priceless relics has been destroyed.

Marconi's system of wireless telegraphy is being used in connection with the British naval armament.

RAILWAYS IN ASIA MINOR.

The Thames Iron Company, who are engaged in constructing the Cape Central Railway, have contracted to finish the line from Mekong to Damaskos, about 120 miles, through the Jordan by a stone bridge and viaducts, in 18 months. The line will consist of 120 miles of single track, and from 120 to 150 miles of double track, a distance of 240 miles. The line will connect with the Anatolian railway, and will be connected with the British railway system at Adana. The British Government has given a guarantee of £1,000,000 for the construction of the line.

## ENGLISHMEN OR HELOTS?

The following extracts are from the despatches of Sir Alfred Milner, the British High Commissioner at South Africa:

"The spectacle of thousands of British subjects kept permanently in the position of helots, constantly hating under undivided grievances, and calling valiantly to Her Majesty's Government for redress, does steadily undermine the influence and reputation of Great Britain and respect for the British Government."

"A busy industrial community is not naturally prone to political unrest. But they bear the chief burden of taxation; they constantly feel in their business, and daily lives the effect of chaotic local legislation and of incompetent and unsympathetic administration; they have many grievances, but they believe all this could be gradually removed if they had only a fair share of political power. This is the meaning of their vehement demand for enfranchisement. Moreover, they are mostly British subjects, accustomed to a free system and equal rights; they feel deeply the personal indignity involved in a position of permanent subjection to the ruling caste which owes its wealth and power to their exertions. The political turmoil in the Transvaal Republic will never end till the permanent Uitlander population is admitted to a share in the Government, and while that turmoil lasts there will be no tranquillity or adequate progress in Her Majesty's South African dominions."

## MARK IV AMMUNITION.

Further information is needed to explain how the ammunition was unsuited for Bisley, because of accidents to competitors, can be used for rifle practice at foreign stations. The following explanation of the difficulties encountered at the National Rifle Association meeting is offered by an Indian contemporary:

The Mark IV bullet, which has now so ignominiously failed, resembled an ordinary copper-tubed Express bullet in having a cylindrical hollow at the point, but the end of the aperture was open. Apparently this type of bullet gave good results at proof, but it has not lived long.

Its failure at Bisley was foreshadowed weeks ago at a Scotch rifle meeting, where, as in the present case, all ammunition of this description had to be withdrawn, not only on account of the truly execrable shooting obtained with it, but also because its use was positively dangerous.

It was found that the enameled nickel envelope of the bullet was in the habit of frequently stripping off, with the result that the lead portion alone was projected from the rifle, in so erratic a course as to make work on the range of a very hazardous nature indeed.

Moreover, as the metal envelope, after stripping, very frequently remained in the bore of the rifle, there was always a tendency for the following round to burst the tube owing to this obstruction, and this result is said to have occurred at the Scotch meeting, and a similar result has, in all probability, taken place at Bisley.

## LOSSES ON THE TURF.

An estimate of the money lost on the turf throughout the world during a year has just been compiled. The amount is placed at £6,000,000 of which £1,000,000 are lost on English racetracks, and about £30,000,000 on Australian courses. The balance is fairly distributed between France, the United States and our own Colonies.

## ATHLETIC NEWS BY WIRE.

## INTERNATIONAL VARSITY SPORTS.

LONDON, July 23rd.—The good temper that marked the athletic meeting between the English and American Universities on Saturday at the Queen's Club, Kensington, was, beyond reproof. Perfect American weather prevailed; and the Royal Box was crowded the Prince of Wales, the Duke of York, the Duchess of York, Mr. Choate, the United States American Ambassador, and Mrs. Choate being present.

The scene was one of greatest animation. The American competitors appeared to manifest slight nervousness over preliminaries, but stripped admirably; and the Harvard and Yale crews were deafening a crowd of sympathisers, failing funds for the voyage, having worked their passage over from America to attend the contest.

THE WINNERS OF THE VARIOUS EVENTS.—The results came out as follows:—

Yale—Nothing.

Harvard—Hammer-throwing; 100 yards; high jump (a superb performance); and hurdles a record time being established in this event—1'54 secs.

Oxford—Long jump.

Cambridge—The mile; the half mile; the quarter-mile, which was the first contest of the day; and the three miles; which, as the deciding event of the meeting, raised the excitement to fever heat.

THE CLOSING SCENES.—The result produced immense enthusiasm among the huge crowd of spectators, who swarmed over the grounds, throwing up showers of flags and hats. It is fully expected that the meeting will now become an annual affair, being held on opposite sides of the Atlantic alternately.

## AN AMERICAN SQUADRON IN THE PACIFIC.

WASHINGTON, July 13th.—Arrangements are being made at the Navy Department for organizing a squadron of evolution in the Pacific similar to that now temporarily under the command of Captain Henry C. Taylor in the Atlantic. It is not likely that the squadron will be formed until fall; and from the present indication will not be very large. The plans of the department contemplate the formation of a squadron consisting of the battle-ship *Iowa* and the cruisers *Philadelphia*, *Newark* and *Marblehead*. The *Iowa* yesterday came out of the dry dock at Puget Sound Naval Station, where she was fitted with bilge keels to make her steadier in heavy seas. The *Philadelphia* is in the Mare Island Navy Yard undergoing repairs. The *Newark* and *Marblehead* are in Chilean waters. It is said to-day that unless something unforeseen happened the Pacific Squadron of evolution would surely be organized within a few months.

There is nothing of a political nature going on in the Pacific that requires the presence of such a big ship as the *Iowa*, and the will be medically without an assignment until the squadron is formed, barring complications of a political character in that part of the world. The *Philadelphia* is to be repaired at once, hurry orders having been issued yesterday. It was intended soon after the close of hostilities between Spain and the United States to form a squadron of evolution on the Asiatic station, with Admiral Dewey in command, but this could not be carried out owing to the fact that the *Philippines*—Cavite, Manila, and

## THE KISSING BUG IN SAN FRANCISCO.

SAN FRANCISCO, July 14th.

The kissing bug has made its appearance in San Francisco, at least, that is, the opinion of the doctors at the Harbor Receiving Hospital, who treated H. V. Ness of 121 Post street yesterday afternoon for a painful swelling on his right hand. Ness did not bring with him his winged assailant, for he hurried from its vicinity with all possible speed. He is sure, however, that it was an insect, and the doctors, judging from the character of the wound and the rather meager description of the bug that Ness in his agitation could furnish, say that it could have been nothing less than the redoubtable creature known to scientists as the Reduviidae Melanoestes Picipes of the Heteropterous Hemiptera. When Doctor Dorf told Ness the scientific name of the insect, the patient nearly swooned from fright and he could only be soothed by the assurance that it was all a terrible mistake about the beast's identity and that he was suffering merely from the bite of a tarantula. At last Ness regained his spirits and walked away from the hospital unaided.

According to the story told by Ness at the hospital he had raised his hand to his mouth to hide a yawn, when something lighted upon it. He tried to shake it off, but the bloodthirsty Melanoestes had sent home the sharp, poison-laden harpoon, which it carries slung between its front legs, and thus gained a hold. The pain was as if a thousand redhot needles had struck into the flesh. Ness then disengaged the bug by rasping his hand on the edge of a table, and lost no time in seeking medical advice.

This wounding was a considerable swelling with a whitish circle about the small aperture. One of the hospital attendants expressed the opinion that the bug was flying straight toward Ness's mouth when it encountered his raised hand. Dr. Dorf, however, is something of an entomologist, and he enlightened a curious crowd that was drawn to the hospital at the news of the advent of the kissing bug with a description of the monster's habits. He holds that the bug is not partial to the region of the face of its victims, but will sink his proboscis in any available spot. The bug, he said, is better known as the "assassin bug," which commonly attaches to the family Reduviidae of which it is a member. It would be more appropriate, the doctor thinks, to apply the name "harpooning bug" instead of "kissing bug."

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A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th August, 1899. [1022]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched TO-MORROW, the 12th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th August, 1899. [1023]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on or about the 12th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th August, 1899. [1024]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA."

will be despatched as above on or about the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 18th July, 1899. [1025]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on or about the 12th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

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For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th August, 1899. [1026]

CHINA NAVIGATION COMPANY, LIMITED.

**Intimations.****NOTICE.**

THE OFFICES of the "HONGKONG TELEGRAPH" have this day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,  
Manager.

Hongkong, 1st May, 1899.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

**SUBSCRIPTIONS.**

EXCHANGE LINES, \$80 Per Annum.  
PRIVATE LINES, \$100 Per Annum.

**NO CHARGE FOR INSTALLATION.**

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK:  
INCLUDING—

**BATTERIES,****CHEMICALS,****ELectric BELLS,****INSULATORS,****LIGHTNING CONDUCTORS,****SWITCHES,****ELEPHONES,****WIRE, &c., &c.**

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Hongkong, 18th January, 1898.

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**AN APPEAL.**

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffa and Collars renewed on old ones.

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Hongkong, 2nd April, 1892.

**The Share Market.****LATEST QUOTATIONS**

(TAKAU, 11th).

**Banks.**

Hongkong and Shanghai Banking Corporation

—37 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference)

nominal.

The Bank of China & Japan, Ltd.—(Ordinary)

15 buyers.

The Bank of China & Japan, Ltd.—(Deferred)

15,5 buyers.

National Bank of China, Ltd.—\$24 buyers... Do. Do. \$24 buyers.

**Marine Insurances.**

Union Insurance Society of Canton, Ltd.—\$240

buyers.

China Traders' Insurance Co., Limited.—\$62.

North China Insurance Co., Ltd.—Tls. 100.

Yangtze Insurance Assoc., Ltd.—\$115 buyers.

Canton Insurance Office, Ltd.—\$140.

Straits Insurance Co., Ltd.—\$6.

**Fire Insurances.**

Hongkong Fire Ins. Co., Ltd.—\$310.

China Fire Ins. Co., Ltd.—\$88.

**Shipping.**

Hongkong, Canton, & Macao Steamboat Co., Limited.—\$32.

Indo-China Steam Navigation Company, Ltd.—\$66.

China and Manilla S.S. Co., Ltd.—\$91.

Douglas Steamship Co., Ltd.—\$50.

China Mutual S. N. Co., Ltd.—(Preference)—

19 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—

15 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—

63 buyers.

Star Ferry Co., Ltd.—\$16.

**Refineries.**

China Sugar Refining Co., Ltd.—\$168.

Luzon Sugar Refining Co., Ltd.—\$55.

**Mining.**

Punjom Mining Co., Ltd.—\$12.50.

Do. Preference Shares—\$2.

Societe Francaise des Charbonnages du Tonkin.—\$230.

Queen Mines, Limited.—\$50.

Isebu Mining and Trading Co., Ltd.—\$14.

Raub Alian Gold Mining Co., Ltd.—\$61.

Olivers Freehold Mines, Ltd.—(A) \$8.

Olivers Freehold Mines, Ltd.—(B) \$6.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$3.30.

**Docks, Wharves and Godowns.**

Hongkong & Whampoa Dock Co., Ltd.—490

per cent. prem.

Hongkong and Kowloon Wharf and Godown Company, Limited.—\$93.

Wanchai Warehouse & Storage Co., Ltd.—\$44.

New Amoy Dock Co., Ltd.—\$16.

**Land, Hotels and Buildings.**

China Provident Loan and Mortgage Co., Ltd.—\$10.

Hongkong Land Investment and Agency Co., Ltd.—\$16.

Kowloon Land and Building Co., Ltd.—\$30.

West Point Building Co., Ltd.—\$37.

Hongkong Hotel Co., Ltd.—\$126.

Humphreys' Estates and Finance Co., Ltd.—\$11.25.

**Miscellaneous.**

Green Island Cement Co., Ltd.—\$29.

China-Borneo Co., Limited—5 buyers.

A. S. Watson & Co., Limited—\$5.

Hongkong Electric Co., Ltd.—\$15.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$185.

Geo. Fenwick & Co., Ltd.—\$43.

Hongkong Ice Co., Ltd.—\$130.

Hongkong High-Level Tramways Co., Ltd.—\$145.

Dairy Farm Co., Limited—\$31.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$12.

Bell's Asbestos Eastern Agency, Limited—\$1.

nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$75 sellers.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 65.

International Cotton Mfg. Co., Ltd.—Tls. 12.

Kau-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 70.

Soy Chie Cotton Spinning Co., Ltd.—Tls. 350.

Yehloong Cotton Spinning Co., Ltd.—Tls. 35.

Tehru Planting Co., Ltd.—\$4 per share.

Tehru Planting Co., Ltd.—\$5.

**OPium QUOTATIONS.**

Hongkong, 11th August.

New Patna, ..... 378 per chest.

New Benares, ..... 378

New Malwa, credit ..... 710/720 per picul.

Old Malwa, credit ..... 740/850 "

Persian paper led ..... 680/770 "

**VISITORS AT THE HONGKONG HOTEL.**

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Mr. J. H. Aitken

Mr. John Angus

Mr. W. S. Bailey

Mr. B. J. Barlow

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